

# TransAction

From the NDDOT perspective...

## Progress

*It's been just short of a year now since Governor Hoeven approved the Statewide Strategic Transportation Plan (TransAction). We've initiated this bi-monthly newsletter to communicate action that has been taken with respect to TransAction's 16 initiatives. For future issues (the next newsletter will be published in early January), please let me know of actions your group has taken. And thank you for your help in advancing transportation in North Dakota.*

*David A. Sprynczynatyk, P.E.  
Director, North Dakota Department of Transportation  
December 2003*



**Initiative 2: Prioritize use of transportation resources.** NDDOT is developing a pavement preservation program that will schedule timely applications of carefully selected surface treatments to maintain or extend pavements' effective life.

**Initiative 3: Enhance communication and facilitate cooperation and collaboration.** By February 2004, NDDOT will have a new input process for its Statewide Transportation Improvement Program (STIP). The process will include meetings with the League of Cities, Association of Counties, and tribal governments.

**Initiative 4: Define and improve the performance of transportation corridors and facilities.**

- Under the new Highway Performance Classification System (HPCS), North Dakota's high-priority corridors are the Interstate system and the interregional corridor system.
- NDDOT is working toward making US 281 a spring load-restriction-free corridor.
- The department has completed an Interstate vertical clearance study.
- The Jamestown Bypass should be paved by early spring 2004.
- There have been a number of demonstration projects to improve the US 52 corridor.

**Initiative 5: Incorporate economic competitiveness in investment strategies.** The Public Service Commission (PSC) has contracted with a consultant specializing in transportation law to investigate rail rates on grain shipments out of North Dakota. The study will determine whether North Dakota should initiate a formal complaint before the Federal Surface Transportation Board regarding rail rates charged for grain shipments. NDDOT has provided \$225,000 from the Freight Rail Improvement Program (FRIP) to help finance the study, which should be completed in April 2004.

**Initiative 6: Analyze load limits and establish a program to coordinate administration.** Part of NDDOT's strategic biennially freight contract with the Upper Great Plains Transportation Institute addresses this initiative. Currently, the spring transportation and economic development conference is being planned.

**Initiative 8: Determine opportunities for regional uniform truck size, weight, and permitting.**

NDDOT will use the Upper Great Plains Transportation Institute to conduct a strategic freight analysis of motor carrier issues. The study will determine the opportunities for, and the economic and safety impacts of, a regional uniform size, weight, and permitting system. It will also analyze the economic impacts of load limits and the benefits of establishing a state-wide program to coordinate the administration of load limits. The project will focus on determining the costs associated with regulations and restrictions on motor carriers in the region. The study will be completed in June 2005.



**Initiative 9: Use Intelligent Transportation Systems to enhance performance and safety.**

- Animal detection and animal warning systems: North Dakota is participating in a pooled fund study at two sites.
- NDSU'S Advanced Traffic Analysis Center (ATAC), through a federal ITS grant, is helping NDDOT develop North Dakota strategic ITS plan and ITS architecture. They are also helping NDDOT with traffic operations and ITS standards development.
- All requested signs for the 511 program have been installed.
- Amber alert: NDDOT is part of the statewide alert system. The department helps the Highway Patrol communicate alerts to the traveling public by placing messages on our dynamic message sign boards (DMS). NDDOT received a \$125,000 grant in July 2003 for improving Amber Alert communications, and will use the funds to streamline communications to the DMS and to place alerts on 511.

**Initiative 11: Create programs to facilitate economic development and competitiveness &**

**Initiative 12: Promote public-private partnerships.** NDDOT has surveyed several midwestern states and provinces to identify their programs for promoting economic development and public-private partnerships.

**Initiative 13: Participate in regional and national transportation studies and programs.**

In June 2003, North Dakota officially became an associate member of the Midwest Interstate Rail Passenger Commission (MIPRC). The commission brings together state leaders from across the region to advocate for passenger rail improvements. Formed by compact agreement in 2000, the commission's current members are Indiana, Minnesota, Missouri, Nebraska, North Dakota, and Ohio. (All Midwestern states are eligible to join.) NDDOT has participated in several conference calls to help develop MIPRC's 2003 work plan to establish long-range goals. The commission strives to:

- Promote development and implementation of improvements and long-range plans for intercity passenger rail service in the Midwest;
- Coordinate interaction among Midwestern state officials, and among the public and private sector at all levels (federal, state and local)
- Support current state efforts being conducted through state DOTs.

**Initiative 14: Increase the emphasis on safety and security.** One of NDDOT's goals is to increase safety on North Dakota's transportation system and within the department. This will be accomplished by developing a safety plan that reduces — by 10 percent — transportation-related reportable crashes, injuries, and fatalities relative to vehicle miles of travel; increasing driver awareness by improved communication of traveler information; and enhancing employee safety and security plans.

**Initiative 15: Develop a statewide personal mobility plan.** NDDOT has asked the Small Urban and Rural Transit Center at NDSU to help develop a Statewide Passenger Mobility Plan for North Dakota. The plan will give North Dakota policy makers a guide to future development of public transportation options, and will identify existing or potential gaps in mobility services. The plan will include all forms of local and intercity passenger service including AMTRAK, intercity rail service, scheduled commercial and air taxi aviation, local and intercity bus, public and human service para-transit services, and local taxi services. The project is scheduled for completion in July 2005.



NDDOT has contracted with the Upper Great Plains Transportation Institute to evaluate the operational feasibility of modifying the James River Transit demand response system to include a fixed-route element and measure the gains in services to Jamestown residents as well as cost savings to the transit system and riders. The study should be complete in fall 2004.



State Street construction, Bismarck

# North Dakota's Transportation Mission

North Dakota will provide a transportation system that offers personal choices, enhances business opportunities, and promotes the wise use of all resources.

## North Dakota's Transportation Vision

North Dakota's transportation system is an important part of regional, national, and global systems, developed strategically to help grow and diversify the economy and enhance our quality of life.

## North Dakota's Transportation Goals

- Safe and secure transportation for residents, visitors, and freight.
- A transportation system that allows optimum personal mobility.
- A transportation system that allows the efficient and effective movement of freight.
- A transportation system that enhances economic diversity, growth, and competitiveness.
- Funding sufficient to protect North Dakota's transportation investment and address future transportation needs.

## North Dakota's Transportation Initiatives

- Initiative 1:** Strategically prioritize the use of transportation resources.
- Initiative 2:** Prioritize use of transportation resources.
- Initiative 3:** Enhance communication and facilitate cooperation and collaboration.
- Initiative 4:** Define and improve the performance of transportation corridors and facilities.
- Initiative 5:** Incorporate economic competitiveness in investment strategies.
- Initiative 6:** Analyze load limits and establish a program to coordinate administration.
- Initiative 7:** Determine the feasibility of, and identify conditions necessary for, developing an intermodal freight facility or facilities.
- Initiative 8:** Determine opportunities for regional uniform truck size, weight, and permitting.
- Initiative 9:** Use Intelligent Transportation Systems to enhance performance and safety.
- Initiative 10:** Conduct a statewide freight origin and destination study and identify priority transportation corridors and facilities.
- Initiative 11:** Create programs to facilitate economic development and competitiveness.
- Initiative 12:** Promote public-private partnerships.
- Initiative 13:** Participate in regional and national transportation studies and programs.
- Initiative 14:** Increase the emphasis on safety and security.
- Initiative 15:** Develop a statewide personal mobility plan.
- Initiative 16:** Monitor trends in agriculture, manufacturing, tourism, and energy to identify potential transportation impacts and opportunities.